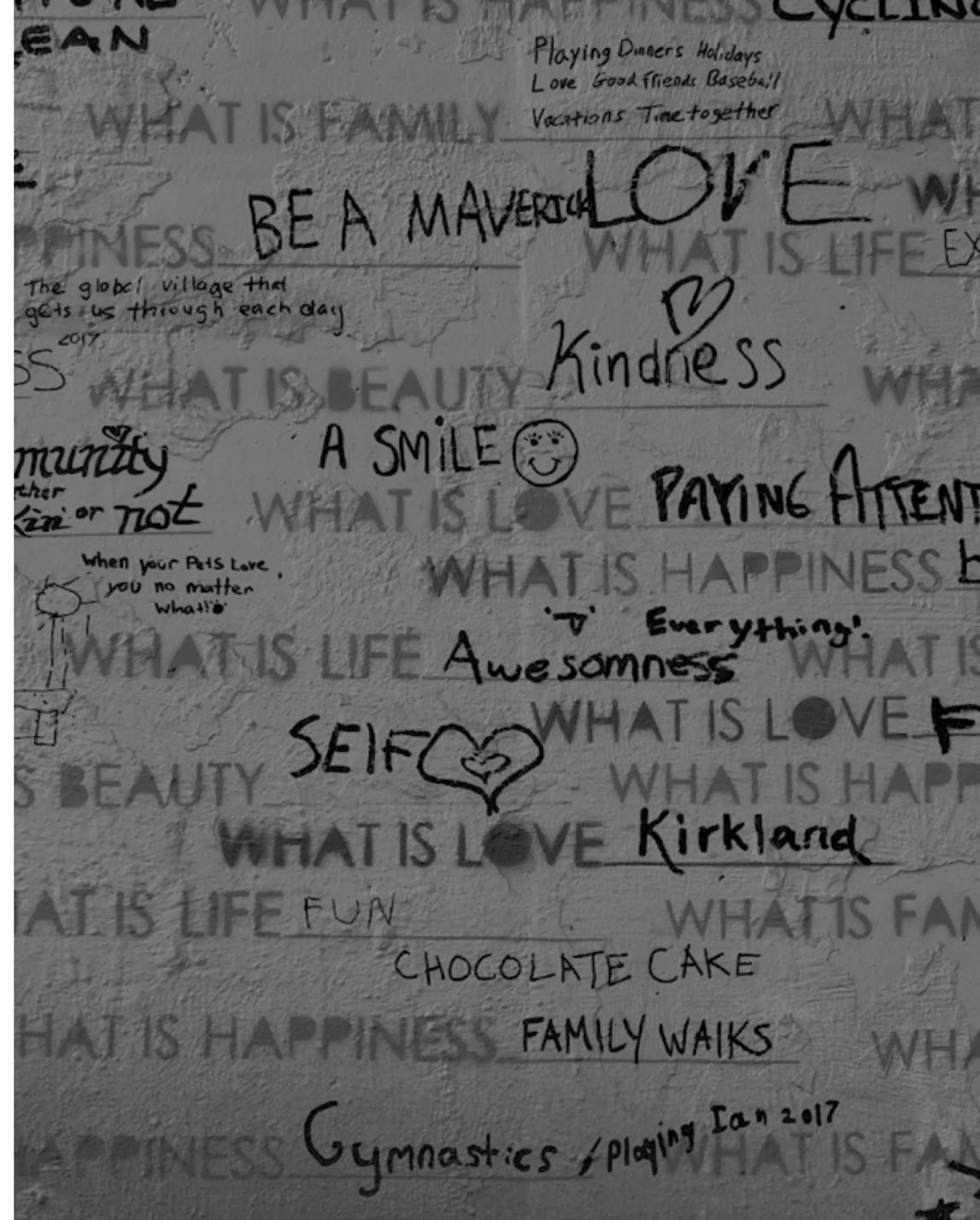


Transportation Commission Briefing

Initial Concepts and Preliminary Alternatives

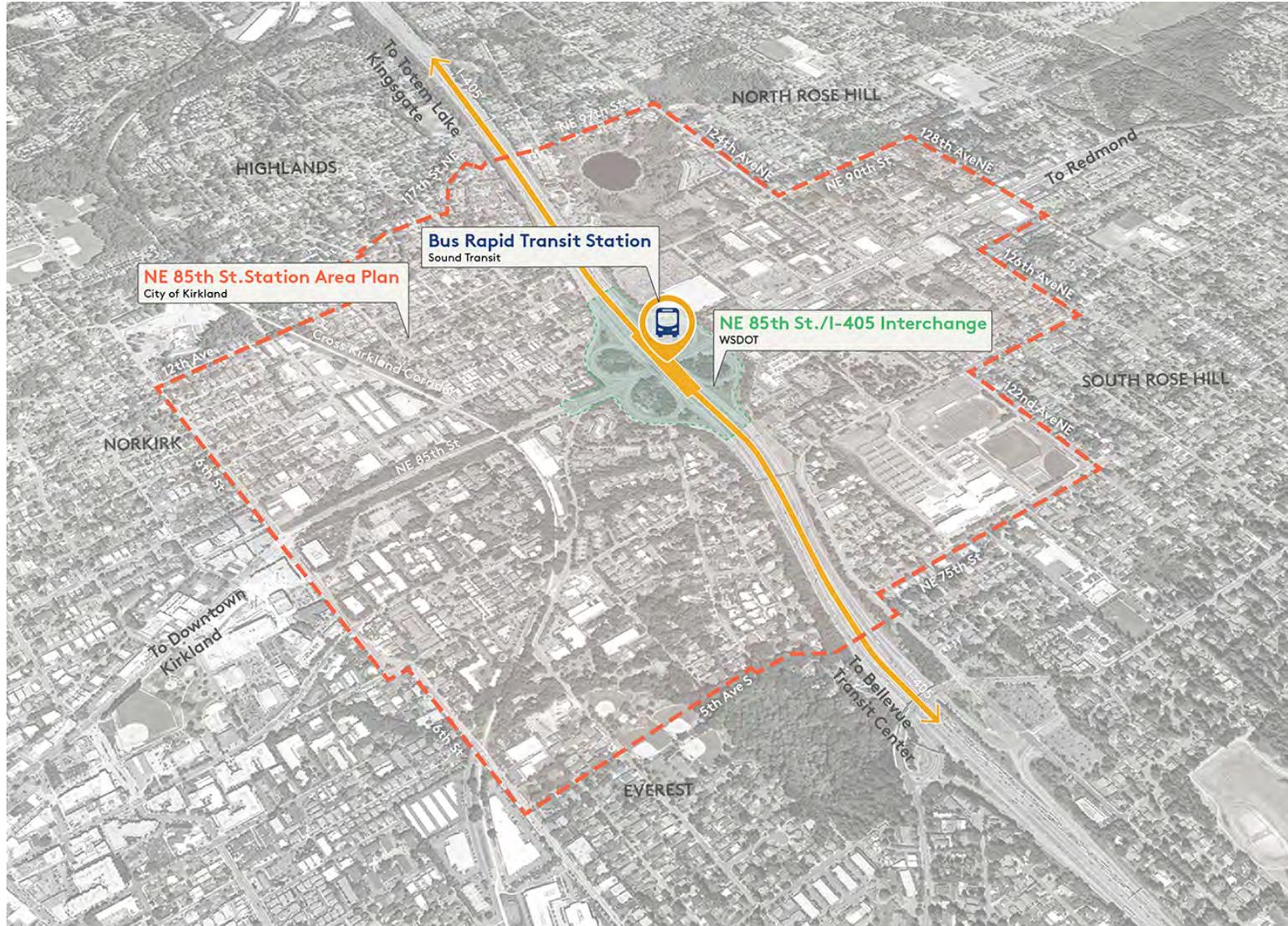
NE 85th Station Area Plan
Supplemental Planned Action EIS
to the 2035 Comprehensive Plan

City of Kirkland
Mithun



Project Introduction—

Project Overview —



Sound Transit and WSDOT plan to redevelop the NE 85th Street Interchange and support a new bus rapid transit station.

The City of Kirkland is developing a **Station Area Plan** that will guide future growth or development around the station.

Project Vision—

The NE 85th Street Station Area is a regional gateway district that supports transit, creates opportunity for all, and reflects Kirkland's unique identity.

Values—

Livability + Sustainability + Equity

Goals—

Development Near Transit,
Connected Kirkland,
Inclusive District

Planning & Engagement Process

We are here!



Engagement Opportunities

- Business Survey
- Interviews
- Neighborhood Association Leader Meeting
- Public Meetings with Boards, Commissions, or Council*

- Online Workshops
- Written Comment Periods
- Targeted Engagement[#]
- Public Meetings with Boards, Commissions, or Council*
- Comments on Draft Supplemental Environmental Impact Statement

- Open House*
- Targeted Engagement[#]
- Public Meetings with Boards, Commissions, or Council*

- Public Meetings with Boards, Commissions, or Council*
- Public Hearing*

Environmental Review Process (SEPA)



Overall Engagement Objectives

- Communicate clearly so the community is well informed.
- Actively solicit information from businesses, residents, and property owners.
- Apply an equity lens.
- Engage in a defensible process.
- Integrate plan development with environmental review.
- Focus on issues that can be influenced by public input.
- Build project support through efforts that inform decision-making.

“Civic engagement, innovation and diversity are highly valued. We are respectful, fair, and inclusive.”

-City of Kirkland Vision 2035

Equity Impact Review Process—



Affected Parties Outreach Summary—

The team identified the following list of affected parties to include in ongoing outreach. The table below describes our success at incorporating their voices into the Initial Concepts Community Online Workshop and Scoping Comments.

Reached	Not Sure	Did Not Reach
<ul style="list-style-type: none">• Residents in the station area• Kirkland Residents• Older Adults*• Large property owners in the station area• Businesses in the station area• Development Community• Public Agencies and Tribes	<ul style="list-style-type: none">• Older Adults*• Low Income Households• Households with Poor Digital Access• Kirkland Businesses• Transit riders, Pedestrians, Bicyclists• Private Sector Employees• Teachers and Public Employees	<ul style="list-style-type: none">• Renters• People with Limited English Proficiency• People of Color• Youth

Opportunities & Challenges Summary—

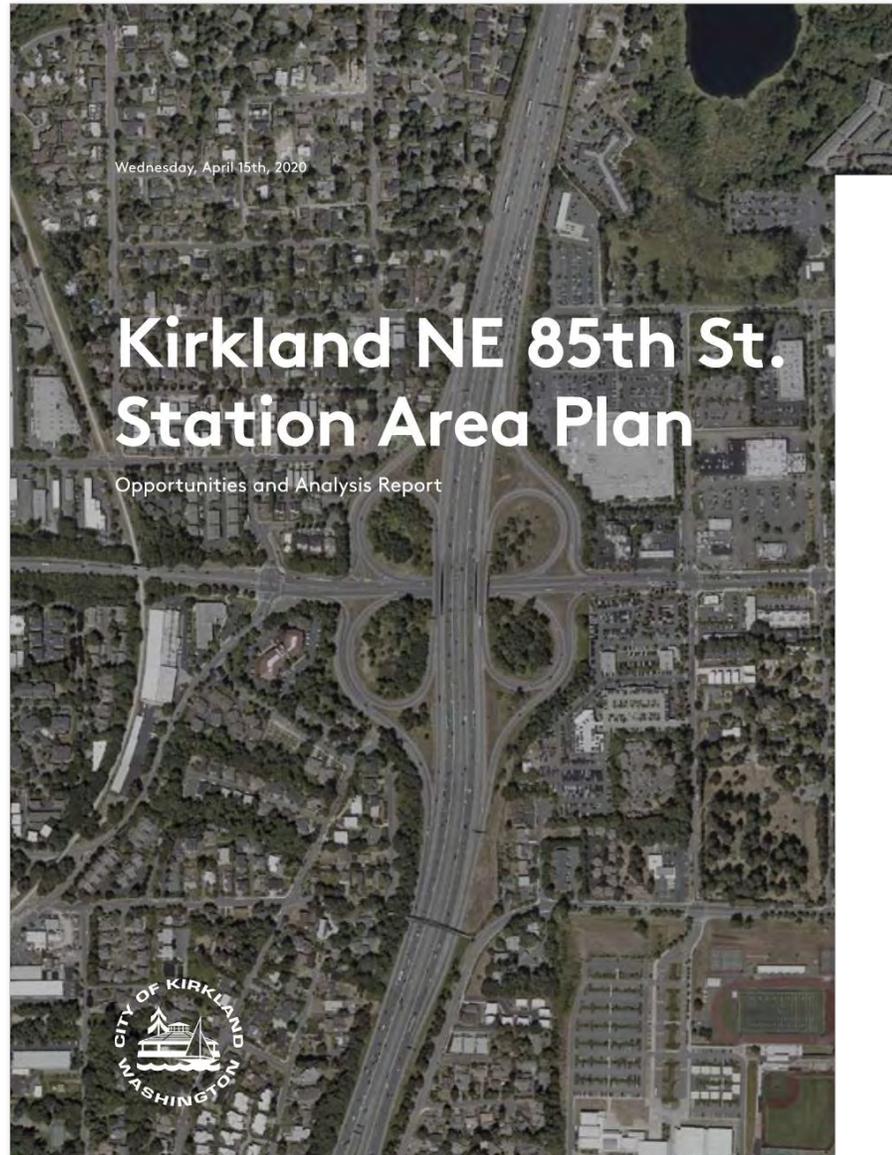


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Urban Context



Recent Development

Strong Location Advantage for Office

Exhibit 11. Rent per Square Foot by Construction Class, Office Commercial, Study Area and Peer Geographies 2019.



Source: CoStar, 2020; BERK, 2020.

Opportunity to Improve Office Market

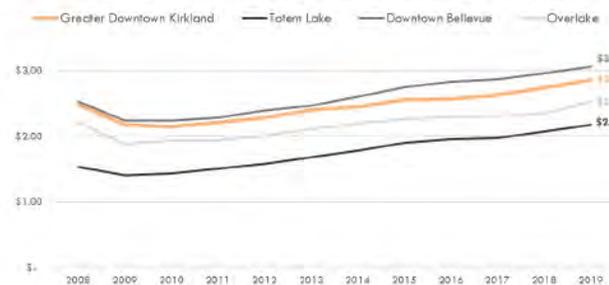
Exhibit 10. Base Rent per Square Foot, Office Commercial, Study Area and Peer Geographies 2008-2019.



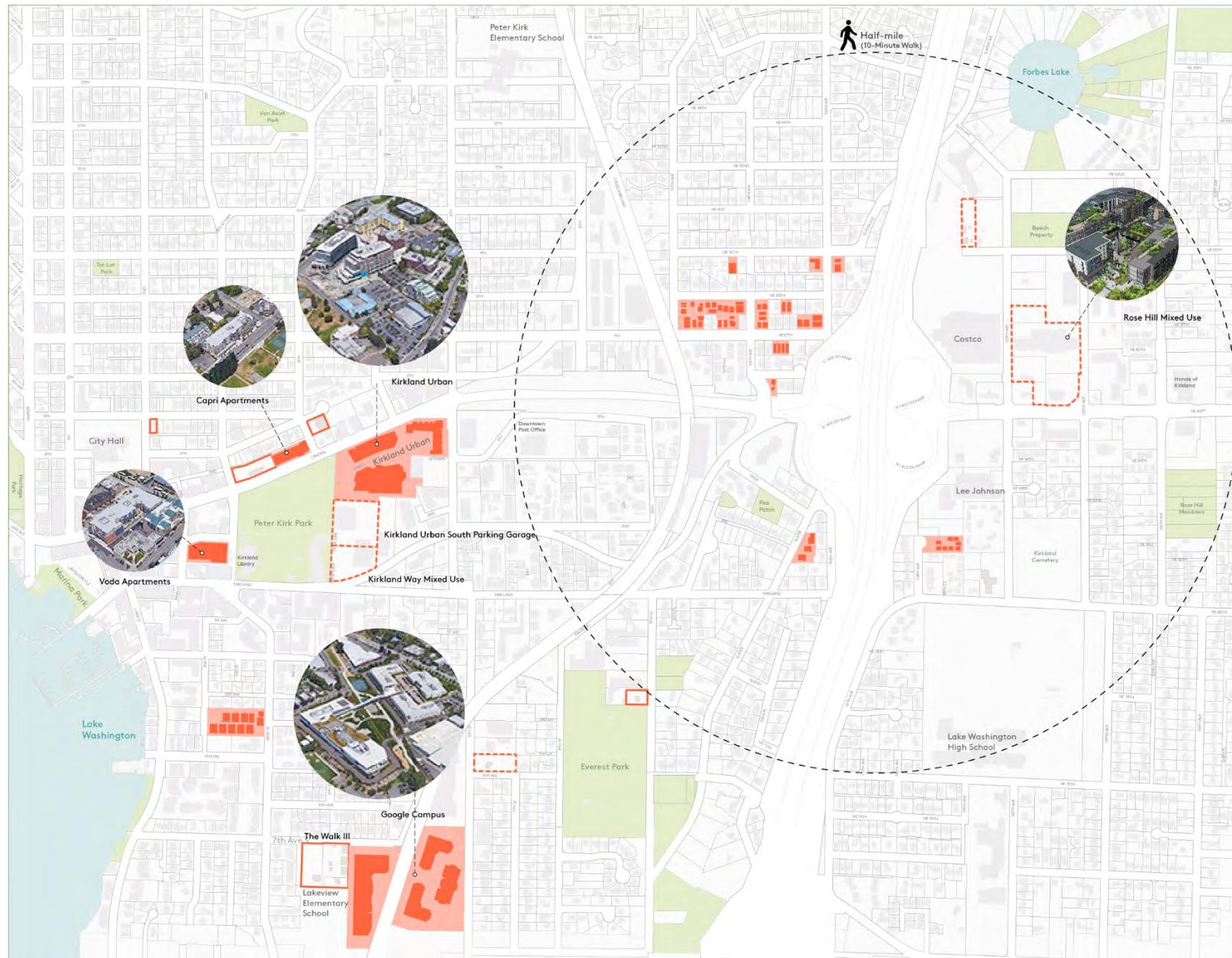
Source: CoStar, 2020; BERK, 2020.

Good Multifamily Context

Exhibit 23. Rent per Square Foot, Multifamily Residential, Peer Geographies, 2008-2019.



Source: CoStar, 2020; BERK, 2020.



District Analysis



New Infill



85th Corridor



Industrial Pockets



Internal-Facing Development



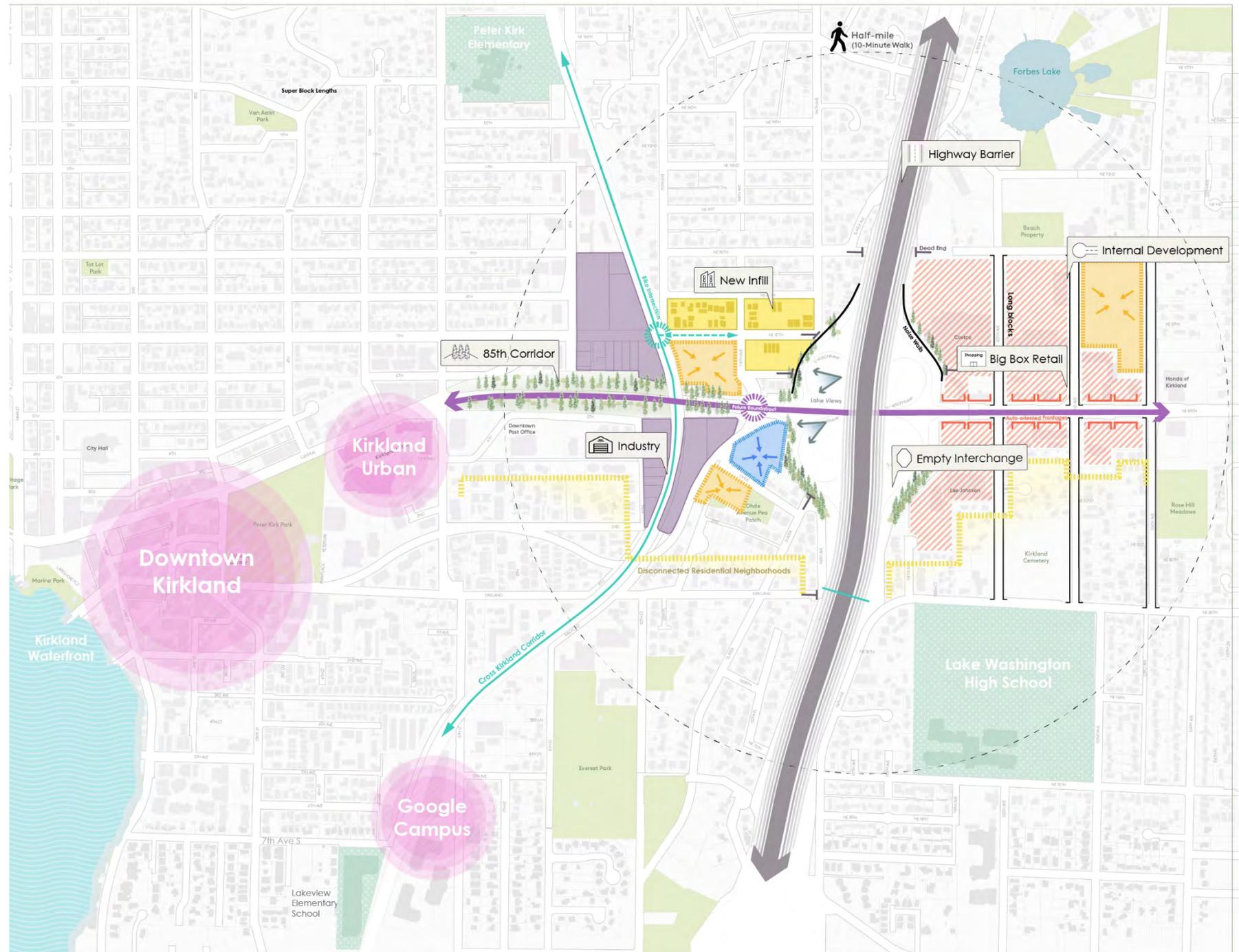
Highway Barrier



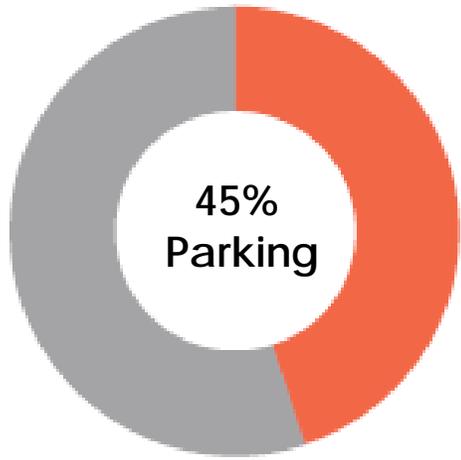
Empty Interchange



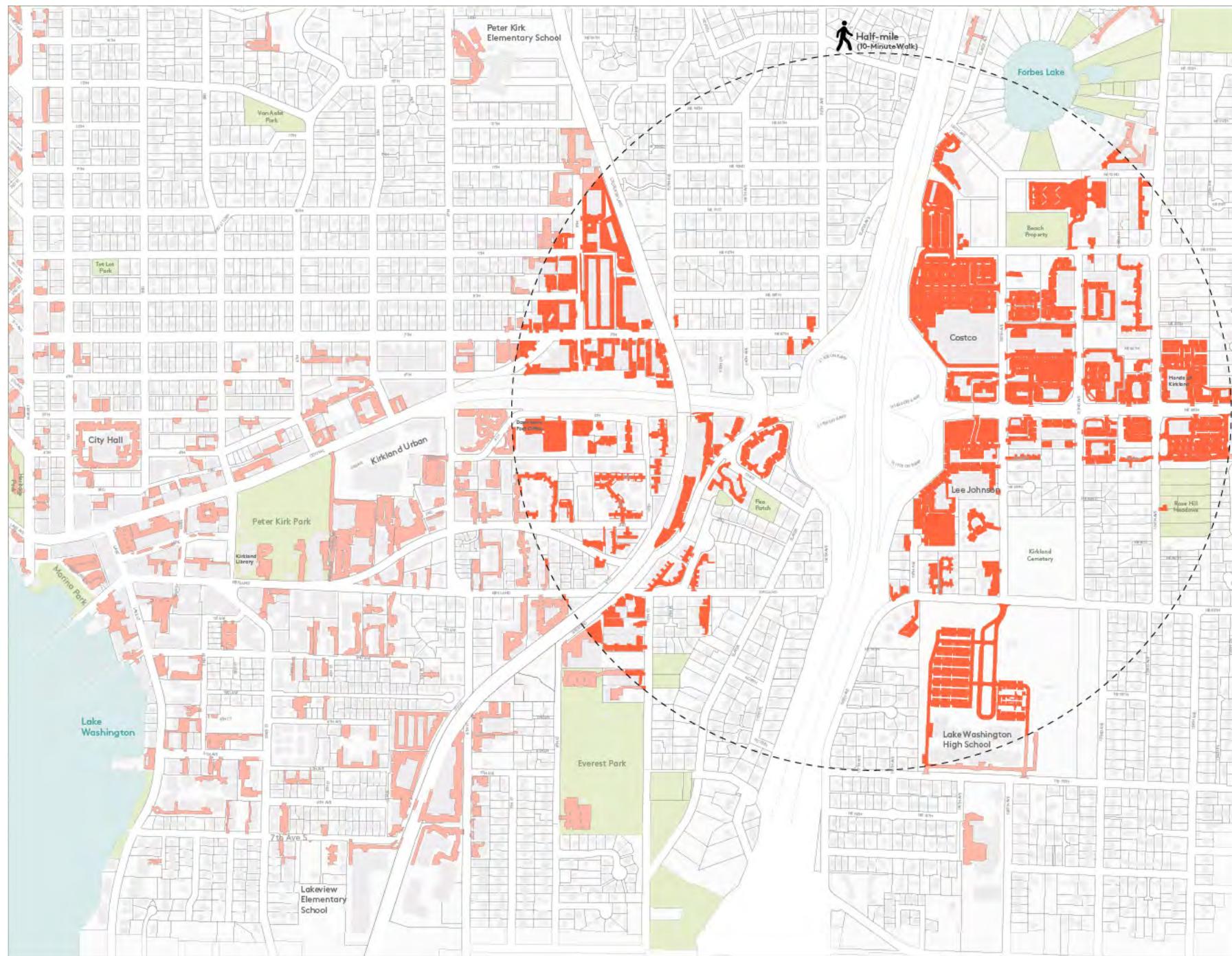
Big Box Retail



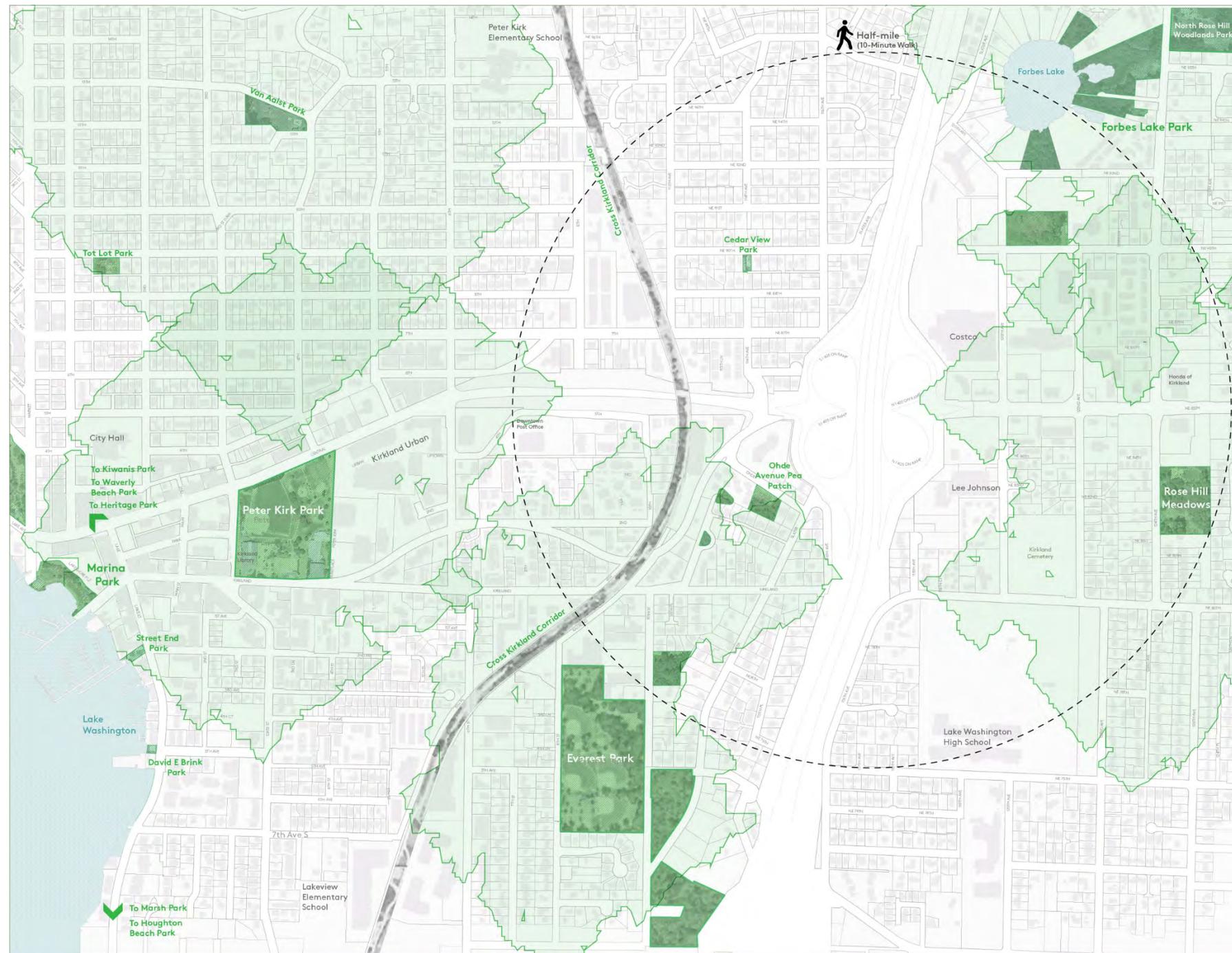
Underutilized Land



 Parking



Open Space & Park Access Analysis



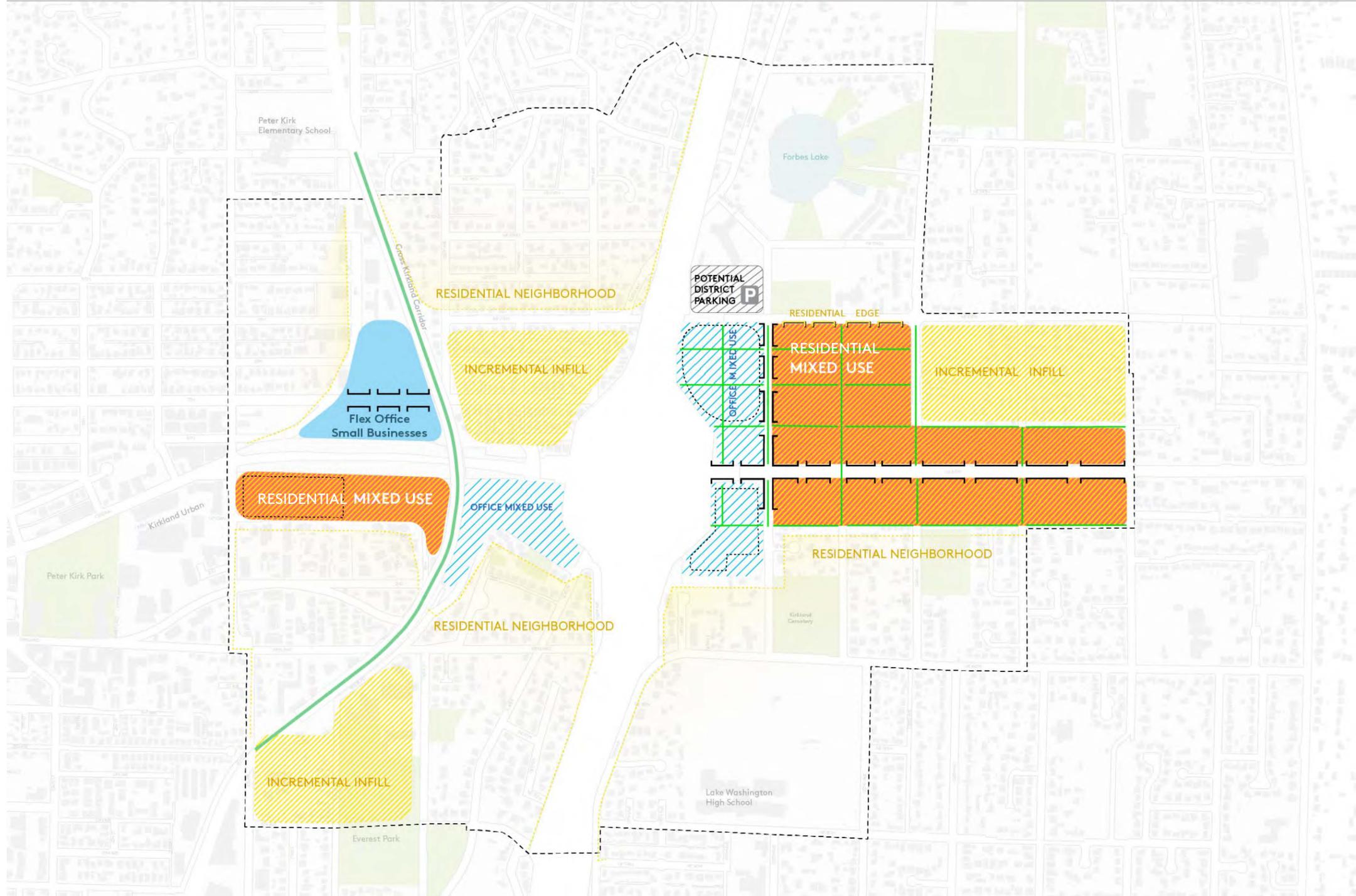
Last Mile Connections



Station Area Initial Concepts—

A mix of ideas that were shared with the public seeking feedback to help shape alternatives

Development Framework



Office/Mixed Use



Active Ground Floor



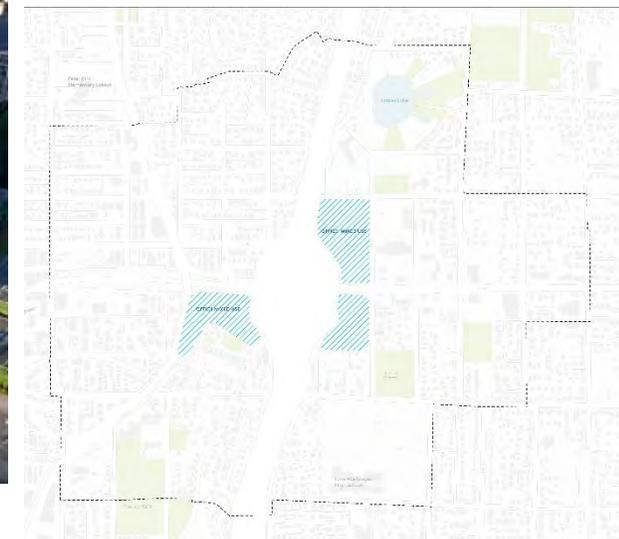
Innovative Design



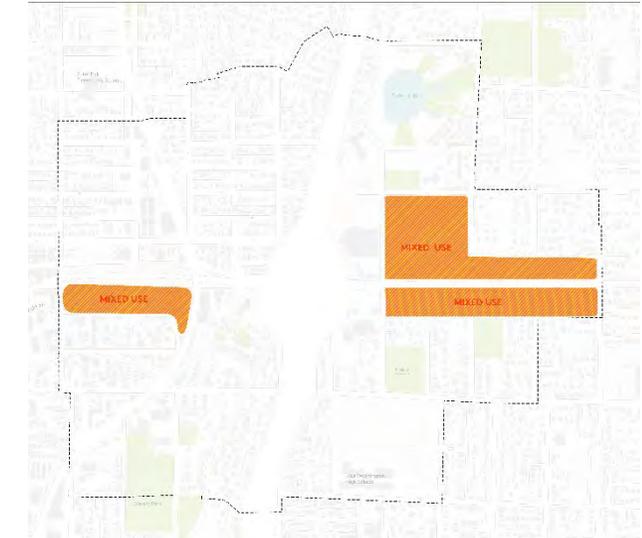
Taller Buildings?



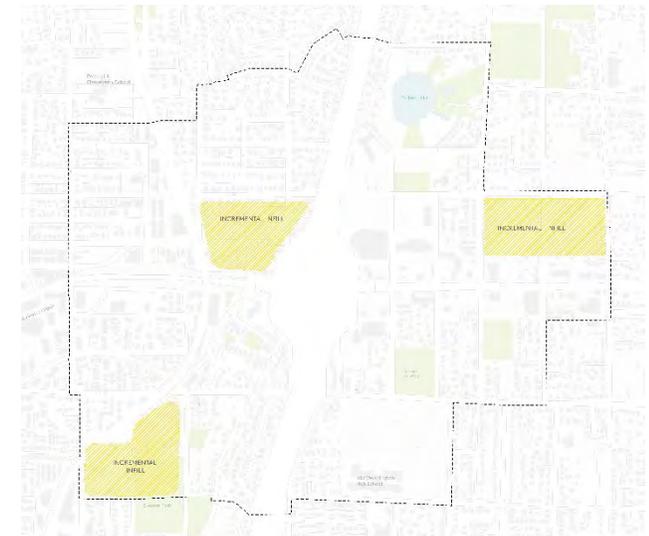
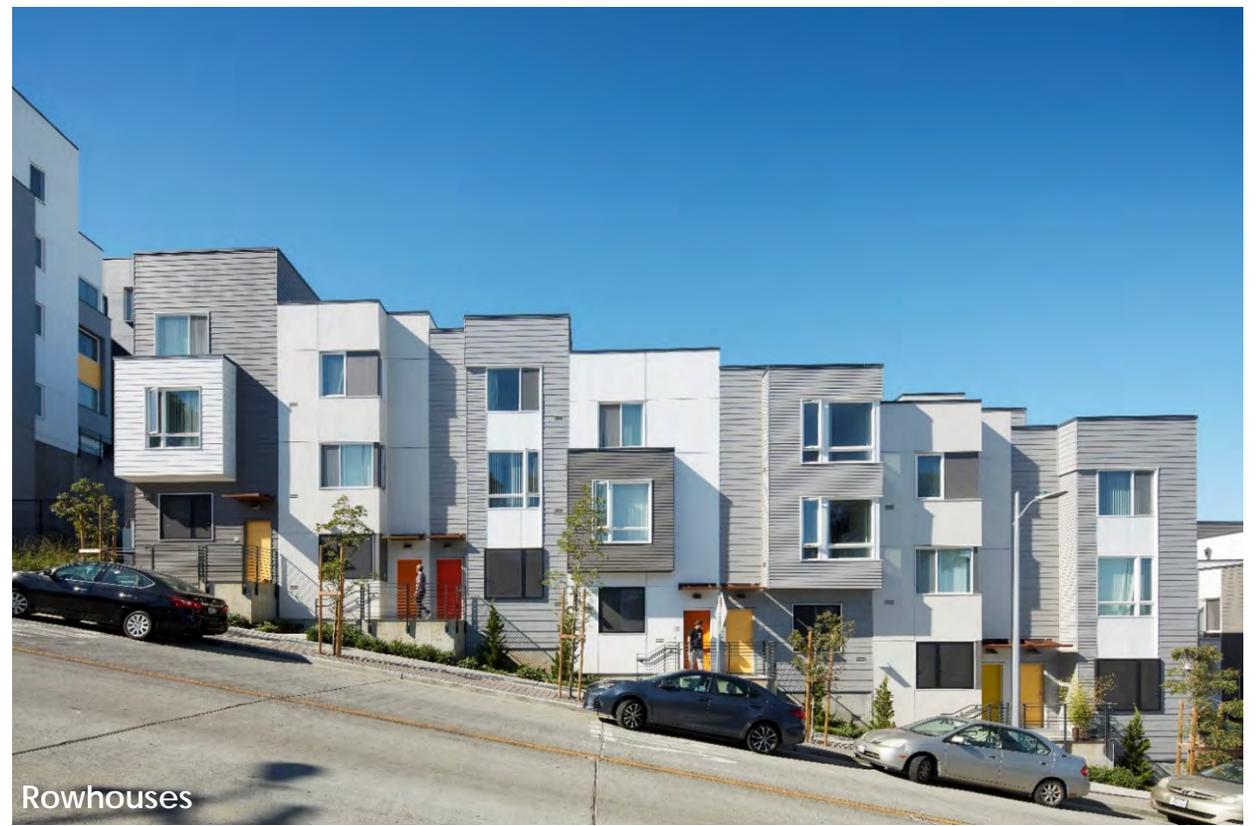
Integrated Development



Mixed Use & Residential



Incremental Infill



Flex Office/Industry



Activating the Street Edge



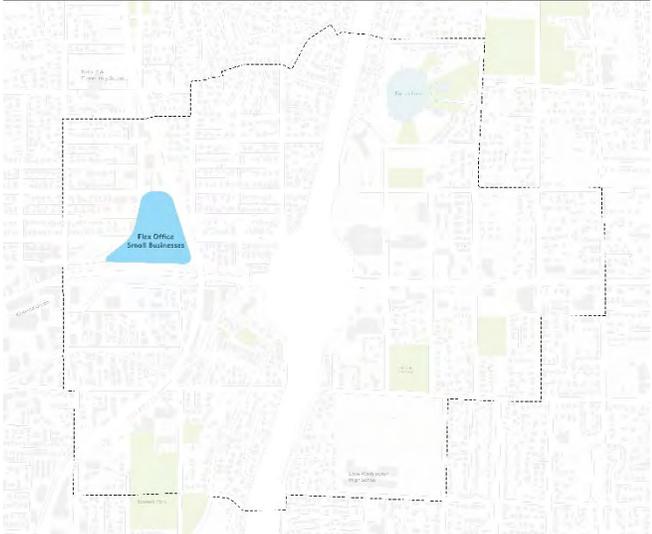
Creative Industry



Maker Spaces & Light Industrial



Multi-story Small Business/Flex Office



Community Places & Signature Uses



Parks & Open Space



Cinemas



Special Event Streets



Mixed Use Libraries



Schools

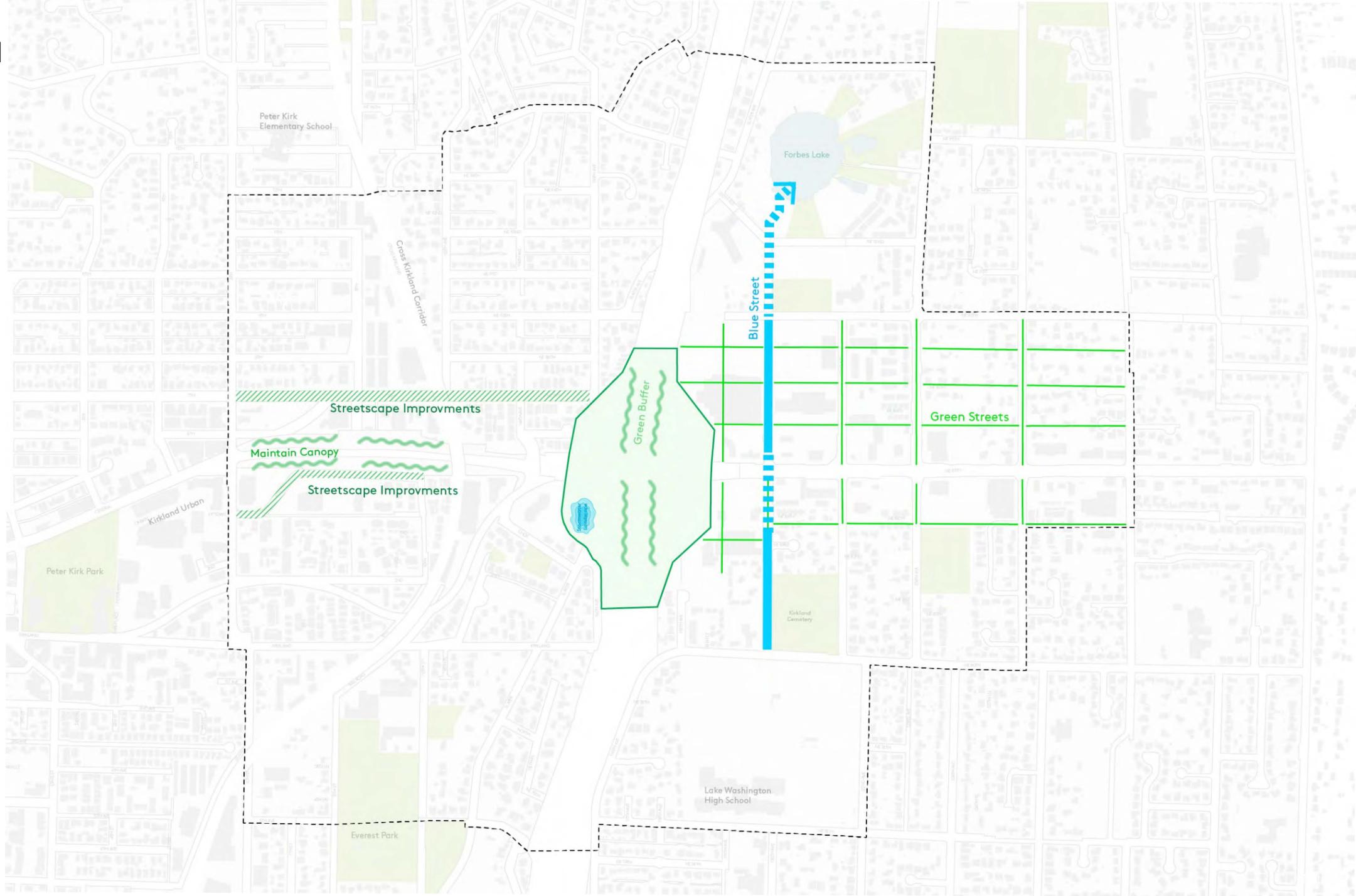


Community Gardens



Community Center

Environmental Framework



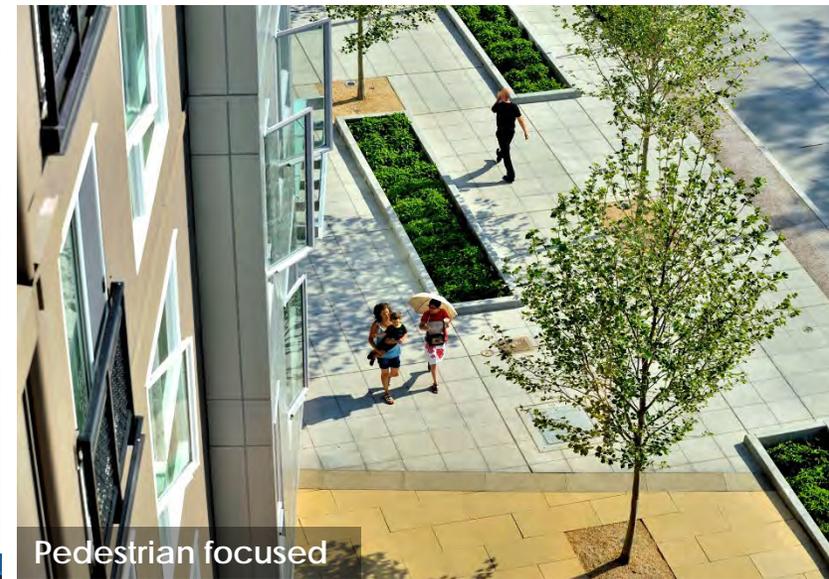
Blue Street/120th



Active frontages



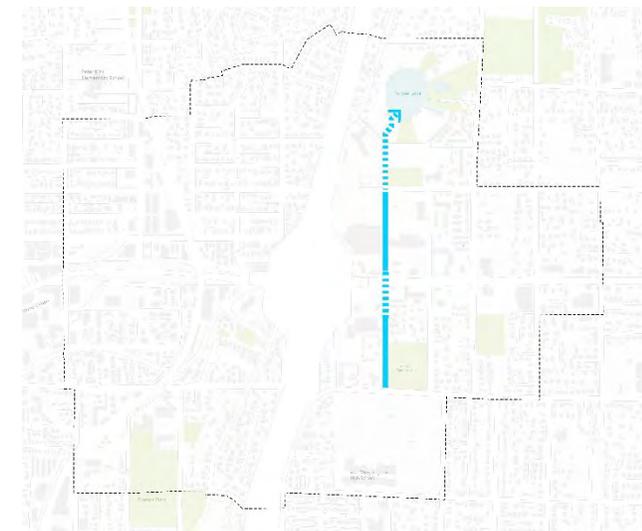
Stormwater streetscape



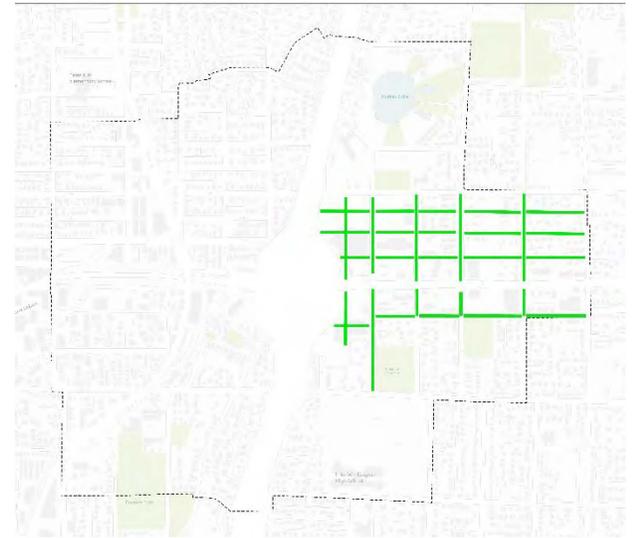
Pedestrian focused



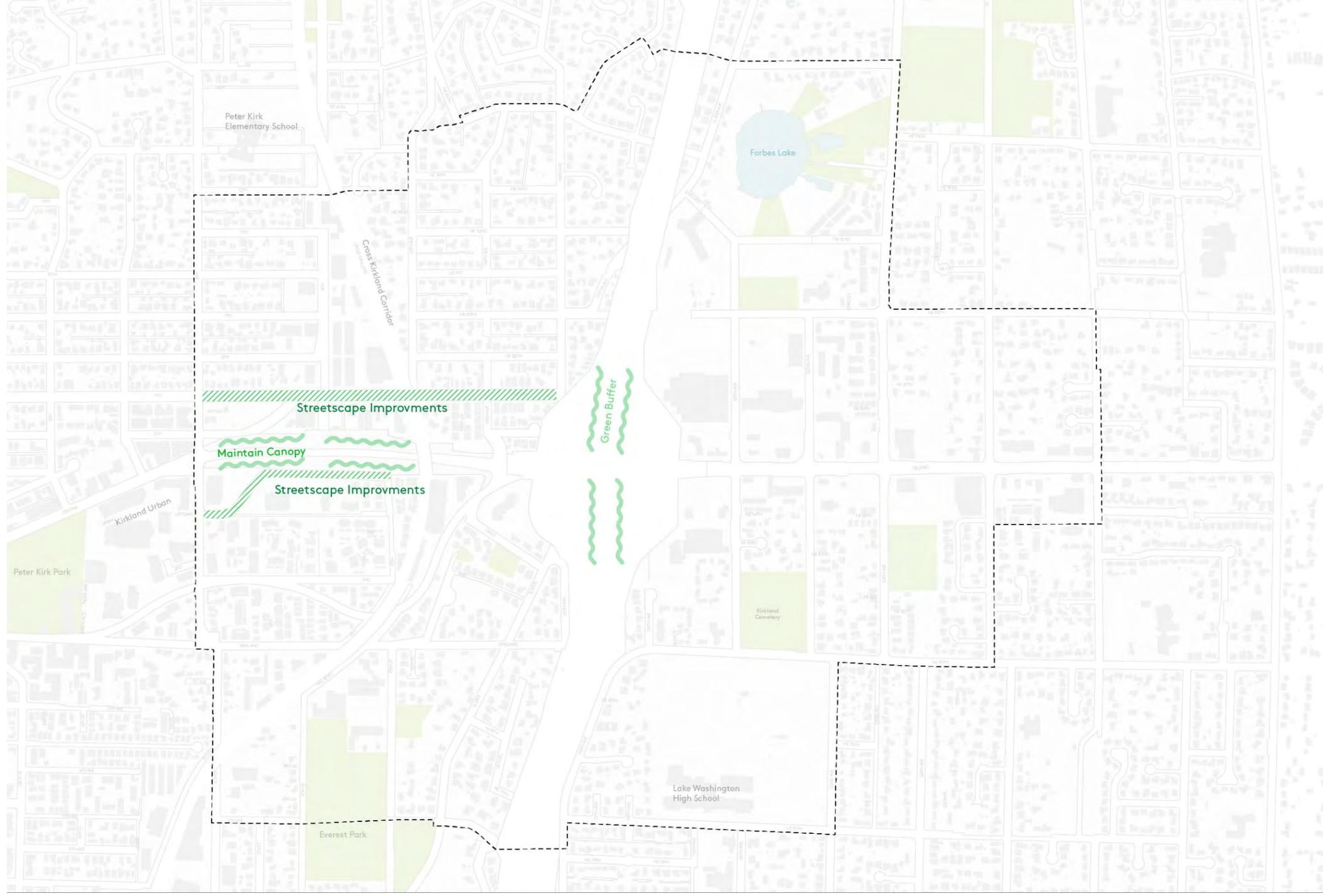
Integrated infrastructure



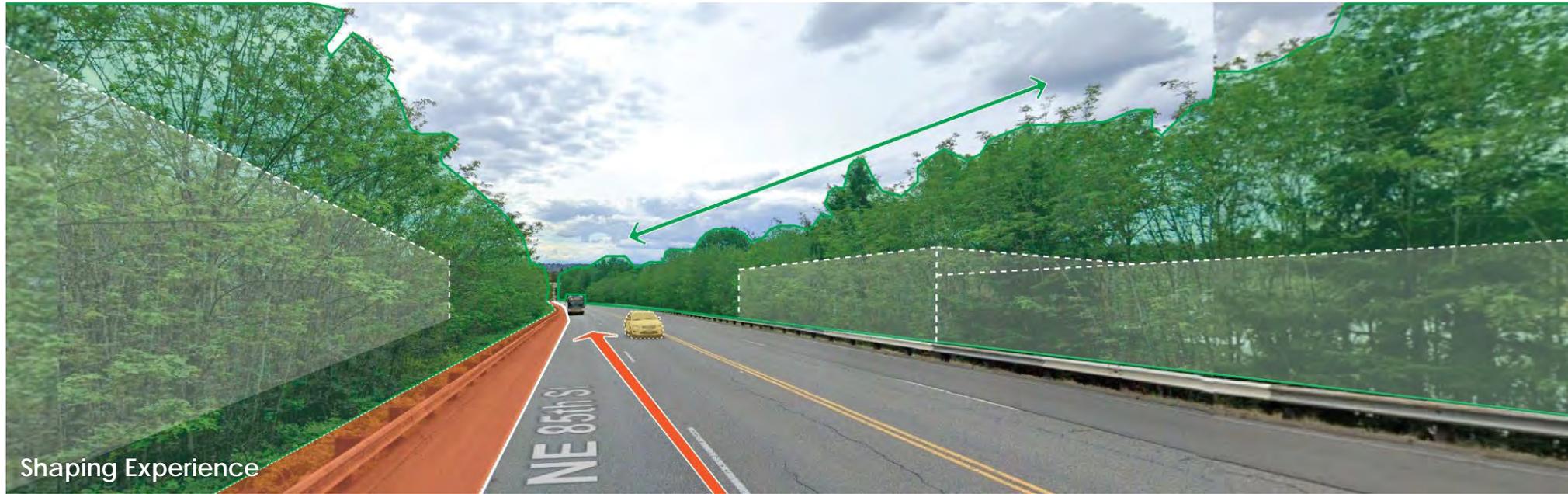
Green Streets



Additional Environmental Strategies



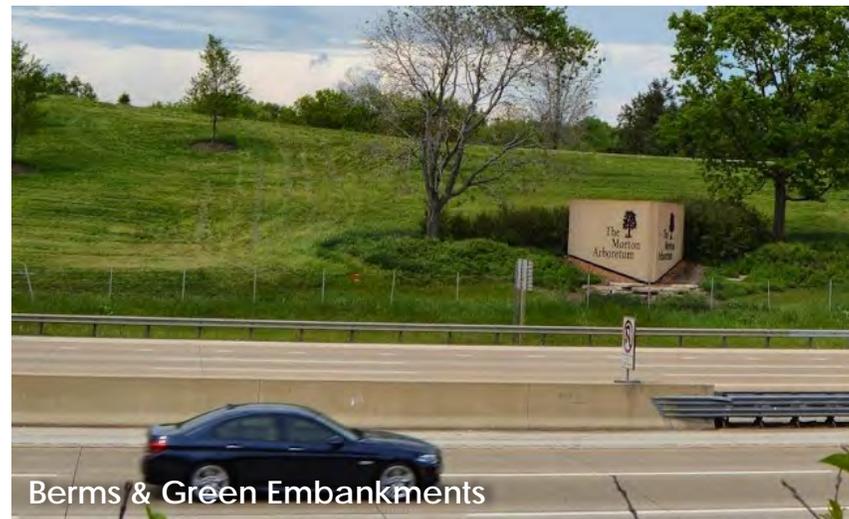
Tree Canopy & Green Buffers



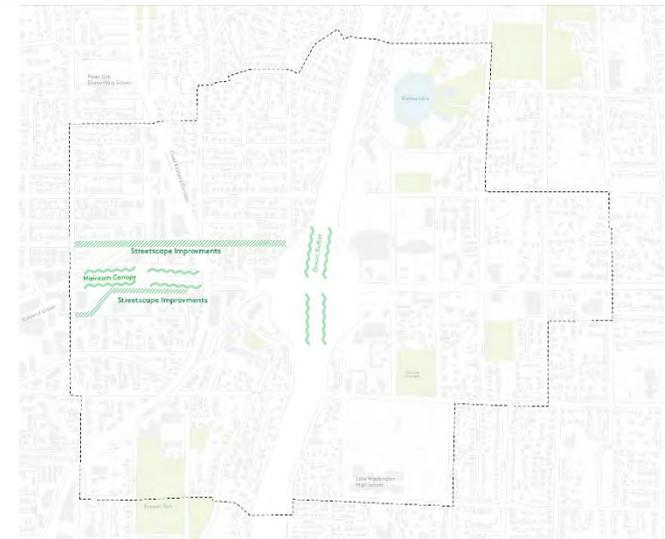
Shaping Experience



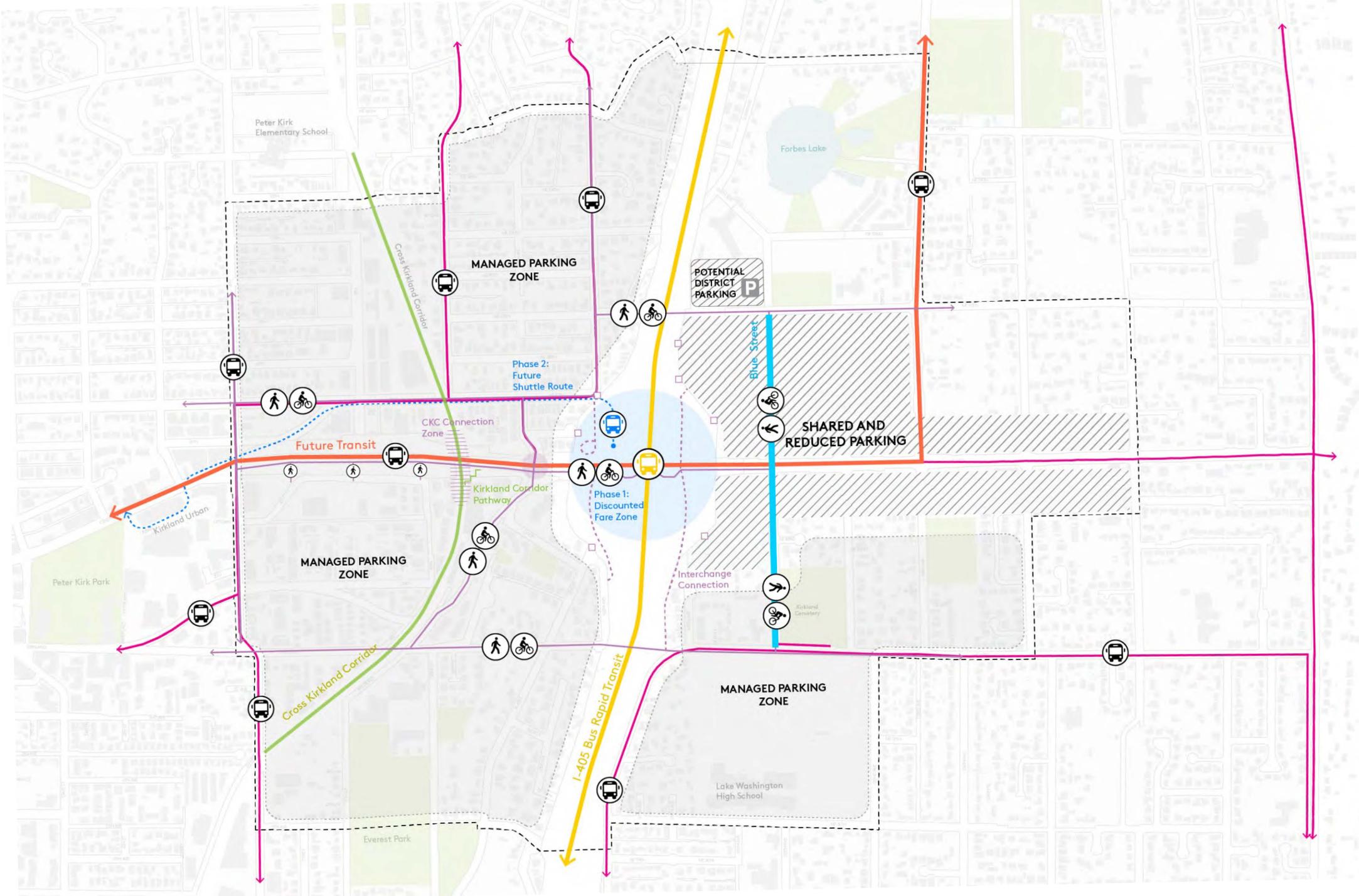
Air Quality Buffer & Visual Screen



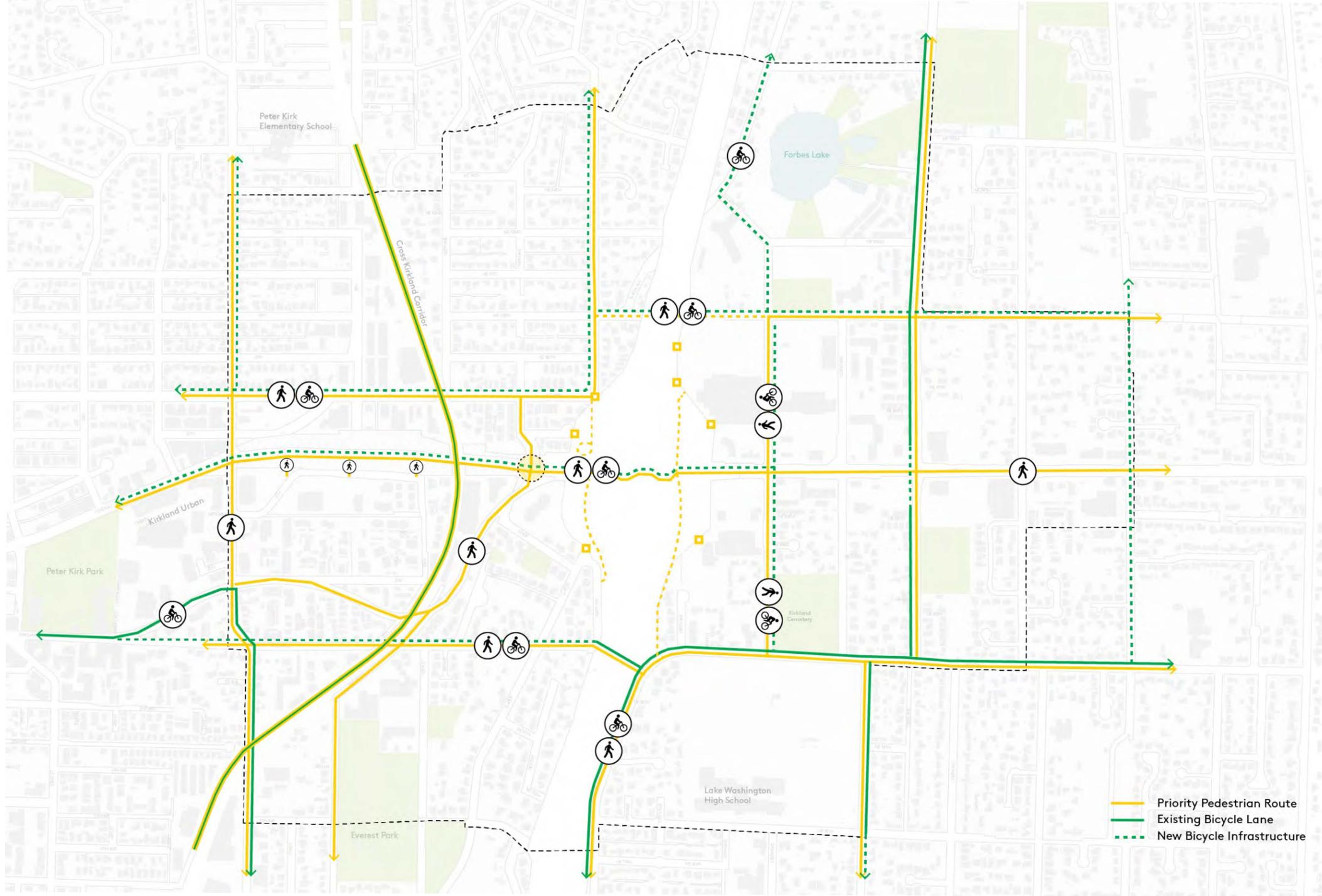
Berms & Green Embankments



Mobility Framework



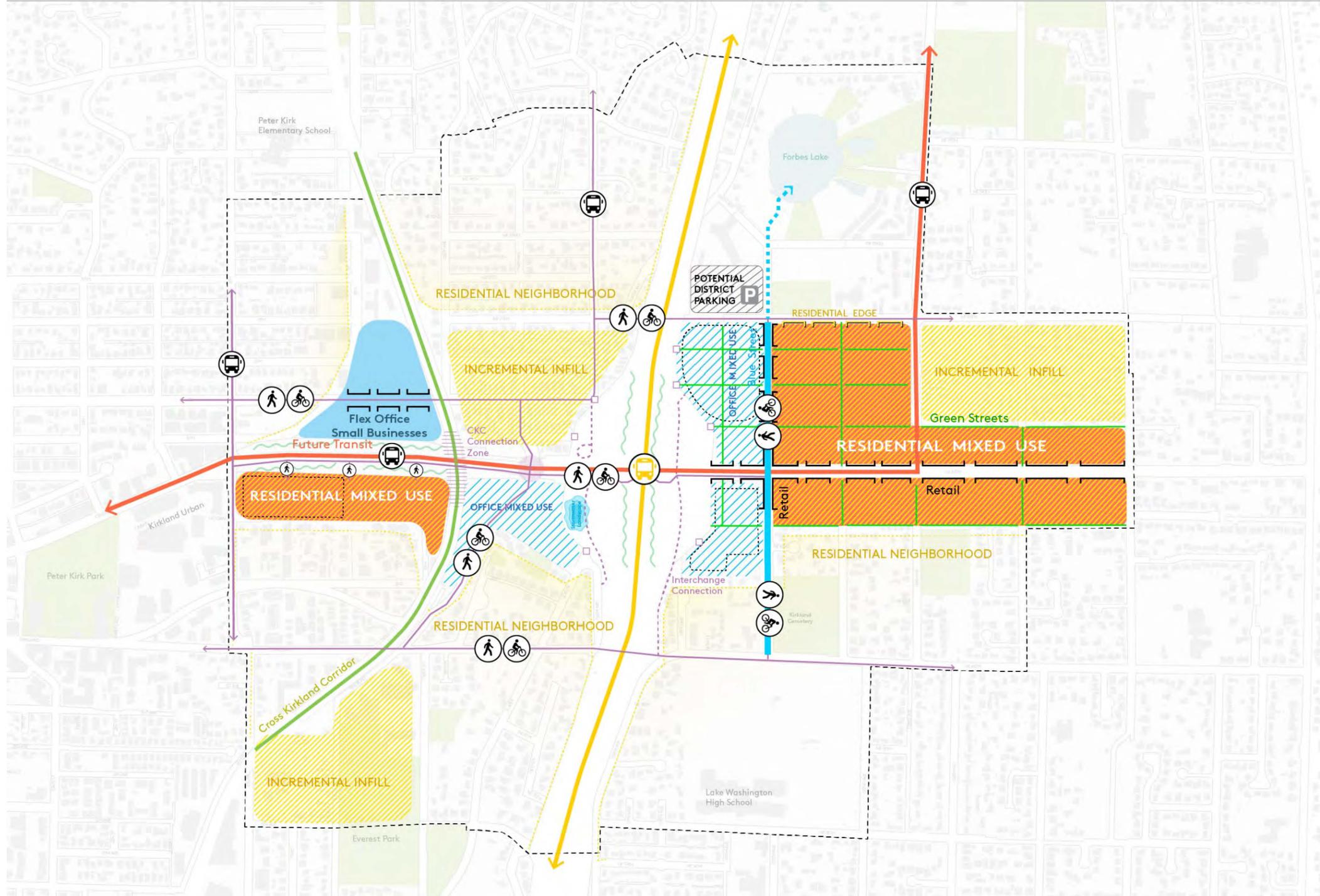
Bike/Ped Network



Parking



Initial Concepts



Summary of Preliminary Alternatives—

Project Objective—

Leverage the WSDOT/Sound Transit I-405 and NE 85th St Interchange and Inline BRT station regional transit investment to maximize transit-oriented development and create the most:

- value for the City of Kirkland,
- community benefits including affordable housing,
- and quality of life for people who live, work, and visit Kirkland.

Development Process for Alternatives

Opportunities & Challenges

Define the major issues to address and assets to build upon

Initial Concepts

Create a spatial framework that builds on **Opportunities & Challenges** findings

Alternatives Analysis

Test performance of different variations within **Initial Concepts** spatial framework

Station Area Plan Development

Develop preferred alt. that reflects **Alt. Analysis** and iterates on preferred direction



What's **Consistent** Across Alternatives

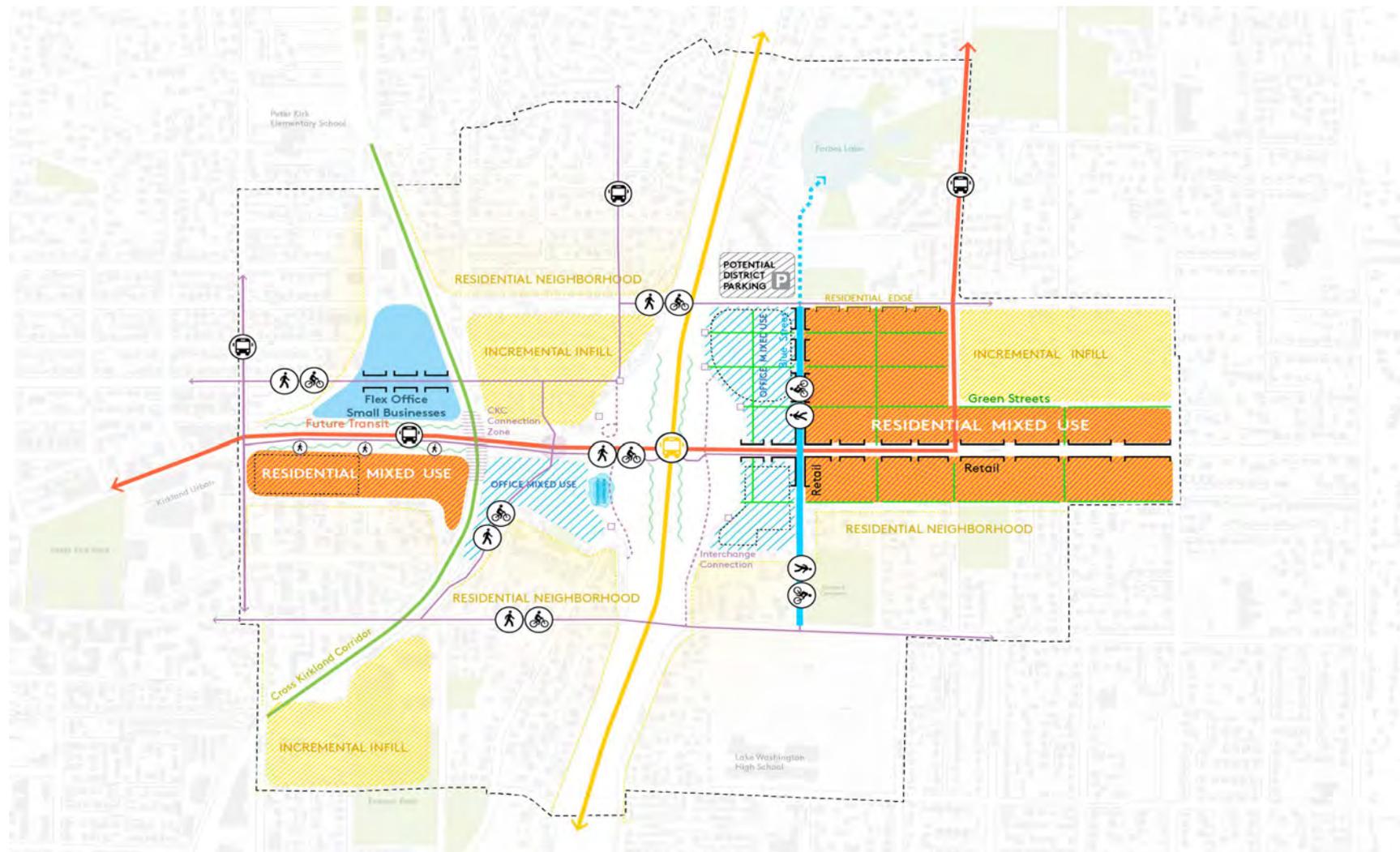
Where Major Growth Occurs

BRT Service & Station Design

Initial Bike/Ped Improvements
(builds off Active Transportation Plan)

Environmental goals

Public services to support new development



What's Different Across Alternatives

How Much Growth Occurs

Physical Form of Growth

Shuttles & Parking Strategies

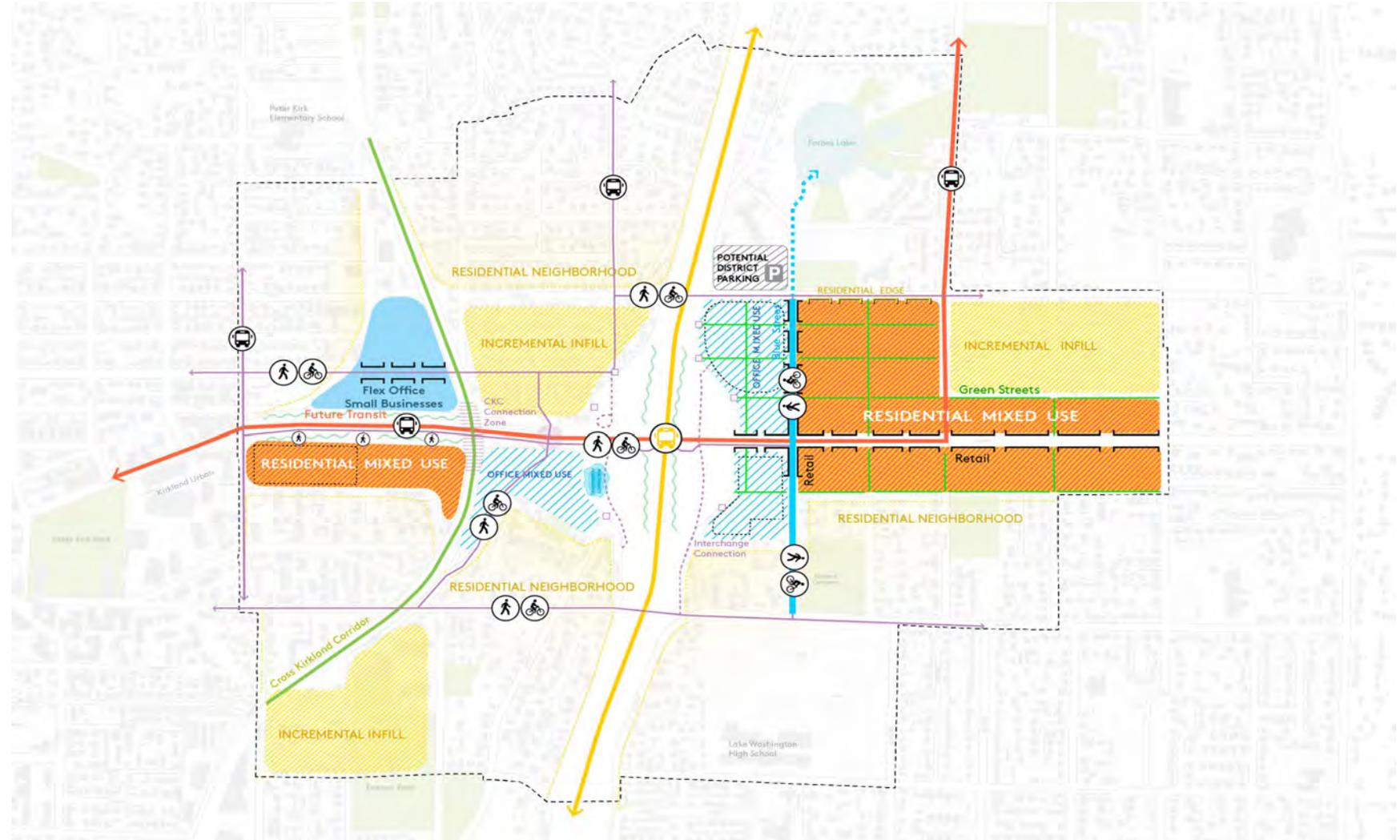
Level of investment in Bike/Ped Improvements

Level of investment in Environmental Strategies

Level of public services and investment in community facilities

Level of district-level coordination

Impacts & Benefits Towards Project Goals & Vision



Preliminary Alternatives Overview

Alternative #1

This alternative would reflect **existing zoning and current plans**.

Housing/Jobs: low housing production, primarily retail employment

Development: Up to 6 stories in Rose Hill, generally up to 2-3 stories elsewhere

Mobility: minor improvements associated with new development & similar bike lanes/sidewalks to today, current parking policies

Environmental: compliance with existing stormwater/envir. policies

Alternative #2

This alternative would allow for **moderate growth** throughout the district, primarily **focused on existing commercial areas such as Rose Hill**.

Housing/Jobs: moderate housing production, mix of commercial and retail employment

Development: Up to 10 stories* in existing comm. areas like Rose Hill; generally up to 2-3 stories elsewhere

Mobility: enhanced bike lanes and sidewalk improvements, 1-2 mid-block green streets, on-site shared parking

Environmental: incentive program for improved on-site stormwater treatment & green building standards

Alternative #3

This alternative would allow for the **most growth** throughout the district, primarily **focused on existing commercial areas such as Rose Hill**.

Housing/Jobs: significant housing production, major commercial and supportive retail employment

Development: Up to 20 stories in existing comm. areas like Rose Hill; generally up to 2-3 stories elsewhere

Mobility: district-wide network of bike facilities and sidewalk improvements, mandatory mid-block green streets, district parking facility and reduced parking requirements

Environmental: new standards for stormwater treatment & green building; 120th Blue Street for district-level stormwater and tree canopy improvements

**this was updated based on feedback from Planning Commission*

Discussion—